

**Amendments to the Specification:**

Please amend the specification as follows:

Please replace paragraph number 0075, with the following rewritten paragraph:

At step S22 [[S33]] controller 2 reads vehicle traveling condition data. Herein, the vehicle traveling condition data comprises a vehicle speed  $V$  detected by vehicle speed sensor 4, a present steering angle  $\theta$  of the steering wheel, which is detected by steering angle sensor 5.

Please replace paragraph number 0093, with the following rewritten paragraph:

At step S24 controller 2 calculates forward-observed-point lateral displacement estimated value  $y_s$  at a position of forward-observed-point distance  $L_s$  from the following expression (30).

$$Y_s = y_{cr} + L_s \phi = y_{cr} + (V \times T_{tlc}) \phi \quad \text{---(30)}$$

where forward-observed-point lateral displacement estimated value  $y_s$  means a lateral displacement of vehicle 10 from a center of traveling lane at a position of forward-observed-point distance  $L_s$ . Since forward-observed-point distance  $L_s$  obtained at step S23 is a product of vehicle speed and anticipated deviation time  $T_{tlc}$ , forward-observed-point lateral-displacement estimated value  $y_s$  represents a lateral distance (anticipated distance) which vehicle 10 travels during a period from a present moment to a moment when anticipated deviation time  $T_{tlc}$  elapsed. For example, when the traveling road is generally straight, the magnitude of forward-observed-point lateral-displacement estimated value  $y_s$  directly represents a lane deviation tendency of vehicle 10. However, when the traveling road is a curve, this concept cannot be adapted directly. Accordingly, when the traveling road is a curve, controller 2 determines the lane deviation tendency from the following concept. That is, controller 2 determines the lane deviation tendency on a curved [[cured]] road by correcting a vehicle body sideslip angle  $\beta$  (offset between the direction of the vehicle body and the traveling direction of vehicle 10).

Please replace paragraph number 0105, with the following rewritten paragraph:

At step S55 controller 2 generates a left deviation alarm command, and the program of Fig. 17 is then terminated. At step S56 [[S55]] controller 2 stops the left deviation alarm command, and the program of Fig. 17 is then terminated.